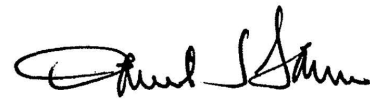


The Honorable Richard Narcia  
July 25, 2005  
Page Two

Additionally, there seems to be a misunderstanding of ADOT's Noise Policy, particularly regarding where berms or sound walls are constructed as a noise mitigation feature along the Santan Freeway. ADOT's 2000 Noise Policy is in compliance with the FHWA laws and policy guidance manuals. Per federal guidelines, residential properties and public use areas receive the highest priority for protection/mitigation when the amount of noise exceeds specific thresholds. Undeveloped land is not normally considered for noise mitigation. Commercial property owners often waive their right for noise mitigation even if they qualify for mitigation because visibility is usually more important to them than noise mitigation. This is why there are chain link fences adjacent to undeveloped land and most commercial properties, while most residential neighborhoods, parks, schools etc. have sound walls or berms. We would be pleased to schedule a presentation concerning noise analysis and mitigation strategies, if desired. ADOT has also developed a 15-minute noise video to help explain the basics of the noise policies. The policy is also available on the ADOT web page @ [www.azdot.gov](http://www.azdot.gov) or upon request.

We look forward to continue working with the your office, Community Council members, the Community Department of Transportation staff, District representatives, and landowners as the I-10 and South Mountain studies progress. Thank you for your ongoing cooperation and consideration of these issues.

Sincerely,



Dan Lance  
Deputy State Engineer  
Valley Transportation

cc: Lt. Governor Thomas  
Gila River Indian Community Council Members  
Gary Bohnce, Gila River Indian Community Chief of Staff  
Sandra Shade, Gila River Indian Community Department of Transportation



Janet Napolitano  
Governor  
Victor M. Mendez  
Director

## Arizona Department of Transportation Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

August 18, 2005

Sam Elters  
State Engineer

Jim Andersen, Realty Specialist  
Bureau of Land Management  
21605 West 4<sup>th</sup> Avenue  
Phoenix, Arizona 85027

RE: Recreation and Public Purposes Act Lease A-31292  
Rio Salado Oeste Project

Dear Mr. Andersen:

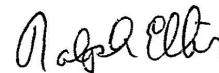
This letter summarizes the agreements voiced at the meeting held on July 11, 2005 with representatives from the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). The meeting pertained to the relationship of the above-referenced lease and the W55 Alternative being considered for the South Mountain Freeway in an Environmental Impact Statement (*South Mountain Transportation Corridor in Maricopa County, Arizona*) now under preparation. As currently aligned, the alternative would pass through the leased property.

At the meeting, it was agreed upon that the City of Phoenix (lessee) has been aware of, planned for, and has incorporated the alternative concept in the City of Phoenix General Plan and has designed the Rio Salado Oeste Project incorporating such concept, which at this time crosses the lease property. It was further agreed that although the current lease agreement does not include reference to the South Mountain Freeway, the Bureau of Land Management (lessor) would support working in concert with the City of Phoenix to take the steps necessary to amend the lease in a manner that would allow for the W55 Alternative to pass through the property if the W55 Alternative is identified as the selected alternative in the FHWA/ADOT approved EIS and record in the NEPA Record of Decision.

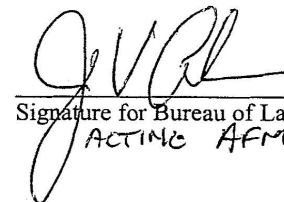
If this is an accurate summary of what was discussed at the meeting, please sign concurrence line below.

Thank you.

Sincerely,



Ralph Ellis, CPM  
ADOT Environmental & Enhancement Group



Signature for Bureau of Land Management Concurrence  
JULIE AFM/L&M

c: Steve Thomas, FHWA  
Mike Bruder, ADOT Valley Project Management  
Amy Edwards, HDR  
Jack Allen, HDR



## Arizona Department of Transportation

### Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Victor M. Mendez  
Director

August 18, 2005

Sam Elters  
State Engineer

Karen L. Williams, Rio Salado Coordinator  
City of Phoenix, Office of the City Manager  
200 West Washington Street, 12<sup>th</sup> Floor  
Phoenix, Arizona 85003

RE: Recreation and Public Purposes Act Lease A-31292  
Rio Salado Oeste Project

Dear Ms. Williams:

This letter summarizes the agreements voiced at the meeting held on July 11, 2005 with representatives from the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT). The meeting pertained to the relationship of the above-referenced lease and the W55 Alternative being considered for the South Mountain Freeway in an Environmental Impact Statement (*South Mountain Transportation Corridor in Maricopa County, Arizona*) now under preparation. As currently aligned, the alternative would pass through the leased property.

At the meeting, it was agreed upon that the City of Phoenix (lessee) has been aware of, planned for, and has incorporated the alternative concept in the City of Phoenix General Plan and has designed the Rio Salado Oeste Project incorporating such concept, which at this time crosses the lease property. It was further agreed that although the current lease agreement does not include reference to the South Mountain Freeway, the Bureau of Land Management (lessor) would support working in concert with the City of Phoenix to take the steps necessary to amend the lease in a manner that would allow for the W55 Alternative to pass through the property if the W55 Alternative is identified as the selected alternative in the FHWA/ADOT approved EIS and record in the NEPA Record of Decision.

If this is an accurate summary of what was discussed at the meeting, please sign concurrence line below.

Thank you.

Sincerely,

Ralph Ellis, CPM  
ADOT Environmental & Enhancement Group

Signature for Rio Salado Oeste Project Concurrence

c: Steve Thomas, FHWA  
Mike Bruder, ADOT Valley Project Management  
Amy Edwards, HDR  
Jack Allen, HDR



2001 Award Recipient



## Arizona Department of Transportation

### Communication and Community Partnerships

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano  
Governor

Victor M. Mendez  
Director

Shannon Wilhelmsen  
Communications  
Director

08/18/2005

Ms. Cecilia Martinez  
Acting Superintendent of Trust Services  
Bureau of Indian Affairs  
Pima Agency  
P.O. Box 8  
Sacaton, Arizona 85247

RE: South Mountain Freeway Environmental Impact Statement & Location/Design Concept  
Report  
ADOT Tracs No. H 5764 01L

Dear Ms. Martinez:

As you are aware, part of the on-going public involvement efforts by the Arizona Department of Transportation and HDR, Inc. (engineering consultant to ADOT), on the South Mountain Freeway project, we have periodically met with Community members through District update meetings and landowner meetings. As we move forward on the project we would like to reach out to more of the landowners within this area of the Community.

In December 2004, we requested assistance of the BIA, as the repository of landowner records, in providing the names and addresses of the parcel owners within the freeway study's affected area. Given the passage of time since the original request was made, the changes in Superintendent, and the on-going coordination with the Community, we would like to re-submit our request for contact data. This information will be used to notify landowners of upcoming meetings and to invite their input into the study process. Enclosed, we are providing the realty group of the Pima Agency with a map developed by HDR that delineates parcels within the Community that we believe may be affected by this study.

We are very aware of the sensitivity of the contact information and the high level of confidentiality that must be maintained upon receipt of this documentation. Therefore, any records we receive will **only** be used to generate a mailing list for its intended purpose of notifying landowners of upcoming meetings and inviting their input in the study process for this project.

If you honor this request, you may send the information in the form you deem most convenient (i.e., hard copy, electronic – spreadsheet, GIS, etc.) to the following address:



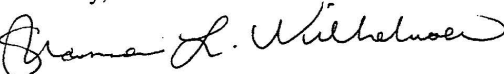
2001 Award Recipient



Shannon L. Wilhelmsen  
 Arizona Department of Transportation  
 206 S. 17<sup>th</sup> Avenue  
 Mail Drop 118A  
 Phoenix, AZ 85007  
[Swilhelmsen@dot.state.az.us](mailto:Swilhelmsen@dot.state.az.us)

I look forward to continuing to work with you and your staff as this project moves forward. If you have any questions regarding this matter, or the study in general, please do not hesitate to contact me at (602) 712-7356.

Sincerely,



Shannon L. Wilhelmsen, Director  
 Communication and Community Partnerships

CC: Governor Richard Narcia, Gila River Indian Community  
 Lt. Governor Mary Thomas, Gila River Indian Community  
 Gary Bohnee, Gila River Indian Community Chief of Staff  
 Sandra Shade, Gila River Indian Community Department of Transportation  
 Victor Mendez, Arizona Department of Transportation  
 Mike Bruder, Arizona Department of Transportation  
 Bill Vachon, Federal Highway Administration  
 Amy Edwards, HDR



Janet Napolitano  
 Governor

Victor M. Mendez  
 Director

## Arizona Department of Transportation

### Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

August 24, 2005

Sam Elters  
 State Engineer

The Honorable Richard Narcia  
 Governor, Gila River Indian Community  
 PO Box 97  
 Sacaton, AZ 85247

Dear Governor Narcia,

Please accept this letter as a follow-up to the Arizona Department of Transportation's (ADOT) recent letter to the Community Council and the July 5, 2005 Community Council meeting with ADOT and FHWA. As discussed at the Council meeting and in Shannon Wilhelmsen's follow-up letter of July 22, 2005, ADOT is continuing detailed analysis of alternatives for the South Mountain Freeway. A significant portion of this analysis pertains to potential interchange locations. Although the freeway alternatives under study are not located on the Gila River Indian Community, they are immediately adjacent to the northern boundary of the Community. Therefore, per our commitment to work with yourself and the Community Council on issues affecting the Community, we are requesting Community input on potential interchange locations and the three configuration options for the proposed 51<sup>st</sup> Avenue interchange.

#### Potential Interchanges

The South Mountain Freeway study has reached a point where interchange locations must be defined to allow the study to move forward. ADOT is requesting input from jurisdictions adjacent to the corridor regarding the appropriateness of the proposed locations. Following concurrence from the local jurisdictions these locations are included in the alternatives and studied in detail.

The attached Figure 1 illustrates interchange locations being considered along the northern border of the Community. Given our analysis of traffic demands and design, it is possible to construct interchanges in these locations and have them utilized by traffic and function properly. Potential interchange locations, from east to west, are:

- |                            |                           |
|----------------------------|---------------------------|
| ▪ 40 <sup>th</sup> Street  | ▪ 27 <sup>th</sup> Avenue |
| ▪ 32 <sup>nd</sup> Street  | ▪ 51 <sup>st</sup> Avenue |
| ▪ 24 <sup>th</sup> Street  | ▪ Elliot Road             |
| ▪ Desert Foothills Parkway | ▪ Dobbins Road            |
| ▪ 17 <sup>th</sup> Avenue  | ▪ Baseline Road           |

ADOT is formally requesting input from the Community regarding these potential interchange locations.



It should be noted freeway access will be permitted from the Community at all of the approved interchange locations. Existing roadways within the Community will have immediate access to the interchanges. At locations where no roadways exist, access will be permitted when Community roads are extended to the interchange location. Access control will be required at all TI locations per ADOT standard policy, see attached Figure 2.

**51<sup>st</sup> Avenue TI**

As part of the detailed study of alternatives, the project team has developed three options for the 51<sup>st</sup> Avenue interchange. The options being considered were developed to minimize impact to South Mountain, an area provided special protection by federal law. As such, the proposed options have resulted in shifting the 51<sup>st</sup> Avenue interchange west thereby minimizing the impact to South Mountain. A brief listing of the key components and a graphic depiction for each of these options is attached.

**Spur Road Option**

This option is shown in Figure 3.

- 51<sup>st</sup> Avenue remains within the existing right-of-way and follows the existing alignment.
- The South Mountain Freeway would go over 51<sup>st</sup> Avenue on bridges.
- A new road (Spur Road) would intersect with 51<sup>st</sup> Avenue north of the boundary and south of Estrella Drive.
- The Spur Road would provide access from 51<sup>st</sup> Avenue to the interchange with South Mountain Freeway, west of 51<sup>st</sup> Avenue and south of Estrella Drive.
- To access the freeway from 51<sup>st</sup> Avenue, vehicles would turn onto the spur road and access the interchange ramps.
- Vehicles traveling from the north into the Community would continue to do so as they are now, utilizing 51<sup>st</sup> Avenue without change.
- The Community would have access to this interchange if a Community road is built to connect with the Spur Road.

**Realigned 51<sup>st</sup> Avenue Option**

This option is shown in Figure 4.

- The interchange would be west of 51<sup>st</sup> Avenue and south of Estrella Drive.
- From the north, 51<sup>st</sup> Avenue would be realigned to provide access directly to the proposed South Mountain interchange. From the south, 51<sup>st</sup> Avenue would curve west to intersect with the realigned 51<sup>st</sup> Avenue.
- South Mountain Freeway would go over the realigned 51<sup>st</sup> Avenue on bridges.
- To access the freeway from 51<sup>st</sup> Avenue, vehicles from the north would utilize the realigned 51<sup>st</sup> Avenue and directly access the interchange ramps. Vehicles from the south would utilize the realigned 51<sup>st</sup> Avenue to an intersection with the realigned 51<sup>st</sup> Avenue from the north. From the intersection, vehicles would go southwest on realigned 51<sup>st</sup> Avenue to access the interchange ramps.
- Vehicles traveling from the north into the Community would utilize the two realigned portions of 51<sup>st</sup> Avenue and go through the intersection made by these two facilities.
- The Community would have access to this interchange if a Community road is built to connect with the portion of 51<sup>st</sup> Avenue realigned from the north.



**Estrella Drive Option**

This option is shown in Figure 5.

- 51<sup>st</sup> Avenue follows its existing alignment.
- The South Mountain Freeway would go over 51<sup>st</sup> Avenue on bridges.
- The South Mountain Freeway interchange would be with Estrella Drive, west of 51<sup>st</sup> Avenue.
- To access the freeway from 51<sup>st</sup> Avenue, vehicles from both the north and south would utilize the intersection with Estrella Drive and continue west to access the interchange ramps.
- Vehicles traveling from the north into the Community would continue to do so as they are now, utilizing 51<sup>st</sup> Avenue without change.
- The Community would have access to this interchange from Estrella Drive.

ADOT is requesting comment from the Community regarding their preference of these three options. If the Community feels there may be other options to consider, we welcome this input. Community input on these very important matters is requested by October 31, 2005.

If you have any questions regarding this matter, please do not hesitate to contact me at 602-712-8274. We look forward to working with you, Sandra Shade and the GRIC Department of Transportation staff on these matters.

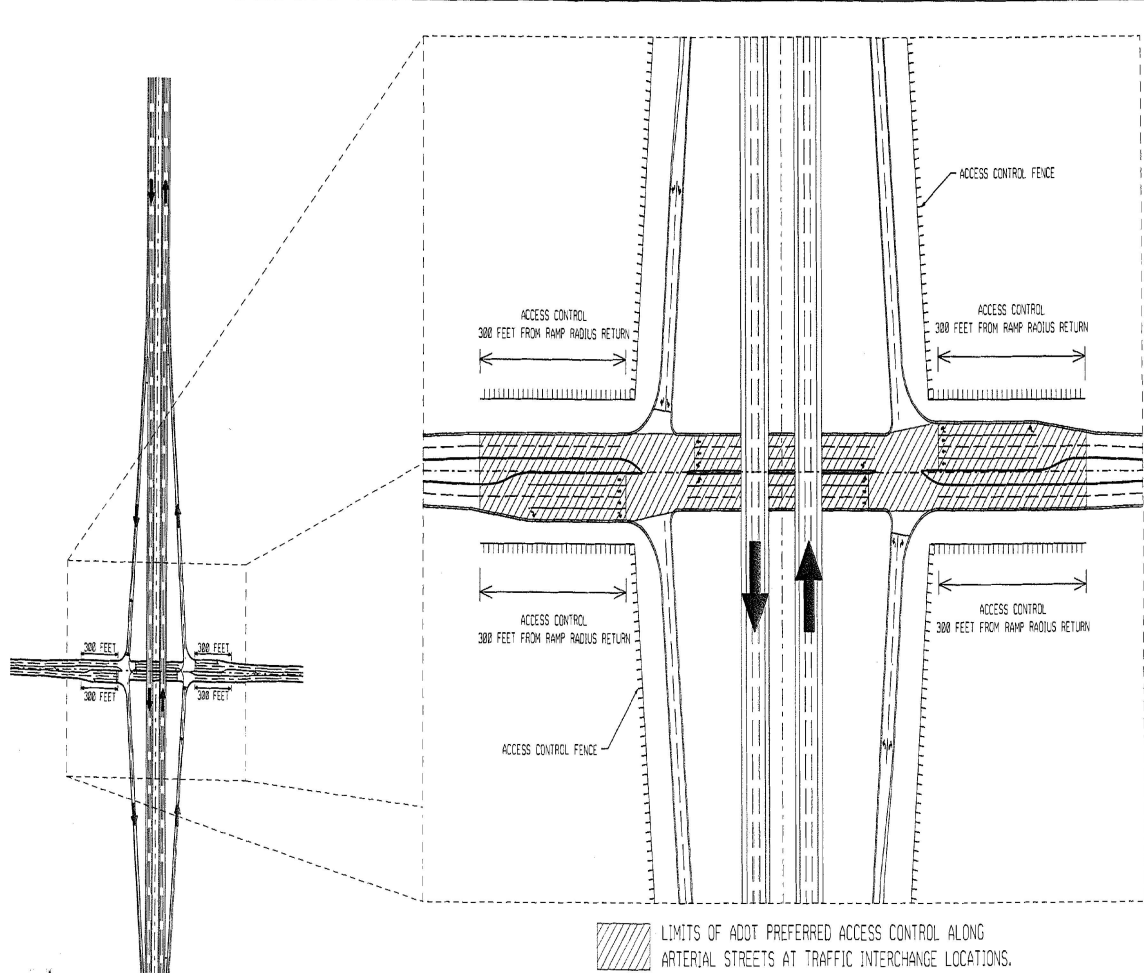
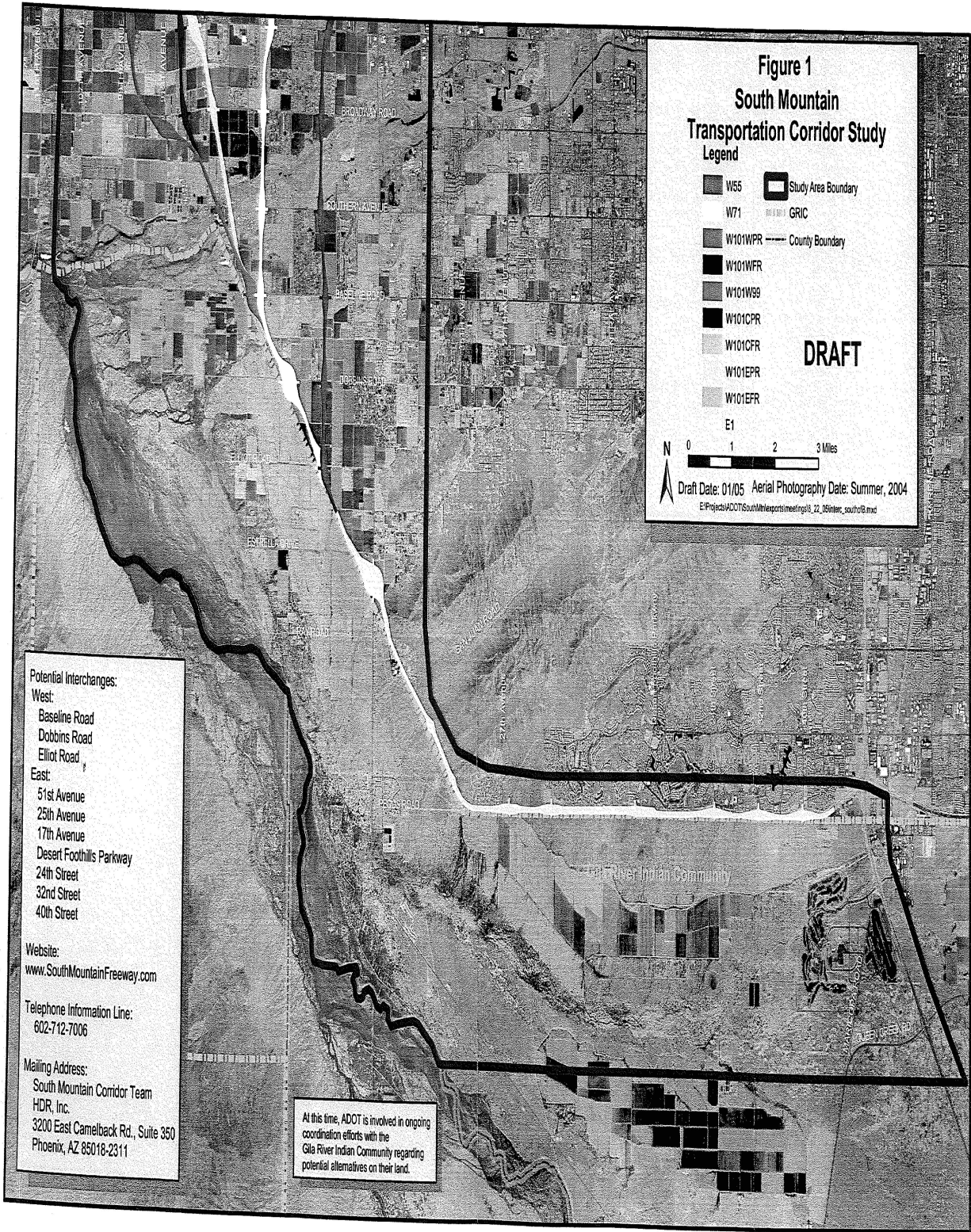
Sincerely,

A handwritten signature in dark ink, appearing to read "Daniel S. Lance".

Daniel S. Lance  
Deputy State Engineer  
Valley Transportation

Cc: Lieutenant Governor Mary Thomas, Gila River Indian Community  
Gila River Indian Community Council Members  
Gary Bohnee, Gila River Indian Community, Chief of Staff  
Sandra Shade, Gila River Indian Community, Director Department of Transportation  
Bill Vachon, Federal Highway Administration  
Cecilia Martinez, Acting Superintendent, BIA Pima Agency  
Shannon Wilhelmsen, ADOT, Director Communication and Community Partnerships  
Michael Bruder, ADOT





**ADOT ACCESS CONTROL POLICY**

SECTION 506 OF THE ROADWAY ENGINEERING GROUP "ROADWAY DESIGN GUIDELINES" IS REVISED AS FOLLOWS:

THE ACCESS CONTROL LIMITS ALONG AN URBAN INTERCHANGE CROSSROAD OF A FULLY ACCESS CONTROLLED FREEWAY SHALL EXTEND A MINIMUM OF 300 FEET BEYOND THE RAMP RADIUS RETURNS ON THE CROSSROAD. THIS IS REVISED FROM THE 30M OR 100 FEET PREVIOUSLY REQUIRED IN URBAN AREAS. THIS CHANGE MAKES THE ACCESS CONTROL REQUIREMENTS ON INTERCHANGE CROSSROADS THE SAME FOR URBAN AND RURAL APPLICATIONS. WHEN THE CROSSROAD IS SKEWED, IT IS DESIRABLE TO SET THE ACCESS CONTROL LIMITS OPPOSITE AT THE SAME CROSSROAD STATION WITH THE LIMIT FURTHERST FROM THE MAINLINE AS THE CONTROL. THE ACCESS CONTROL LIMITS SHALL BE SHOWN ON THE ROADWAY PLANS.

ASSISTANT STATE ENGINEER, ROADWAY ENGINEERING GROUP, JULY 30, 2001



South Mountain Transportation Corridor  
TRACS No. 202L MA 054 H5764 01L  
FHWA Federal Project No. NH-202-D 0

**SOUTH MOUNTAIN TRANSPORTATION CORRIDOR**  
**ARTERIAL STREET ACCESS CONTROL AT TRAFFIC INTERCHANGES**  
**PER ADOT POLICY**

**FIGURE 2**